

Regional Transportation Commission  
(Central Puget Sound, Washington)

# INTEGRATED TRANSPORTATION STRUCTURES

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Greater Vancouver Transportation Authority



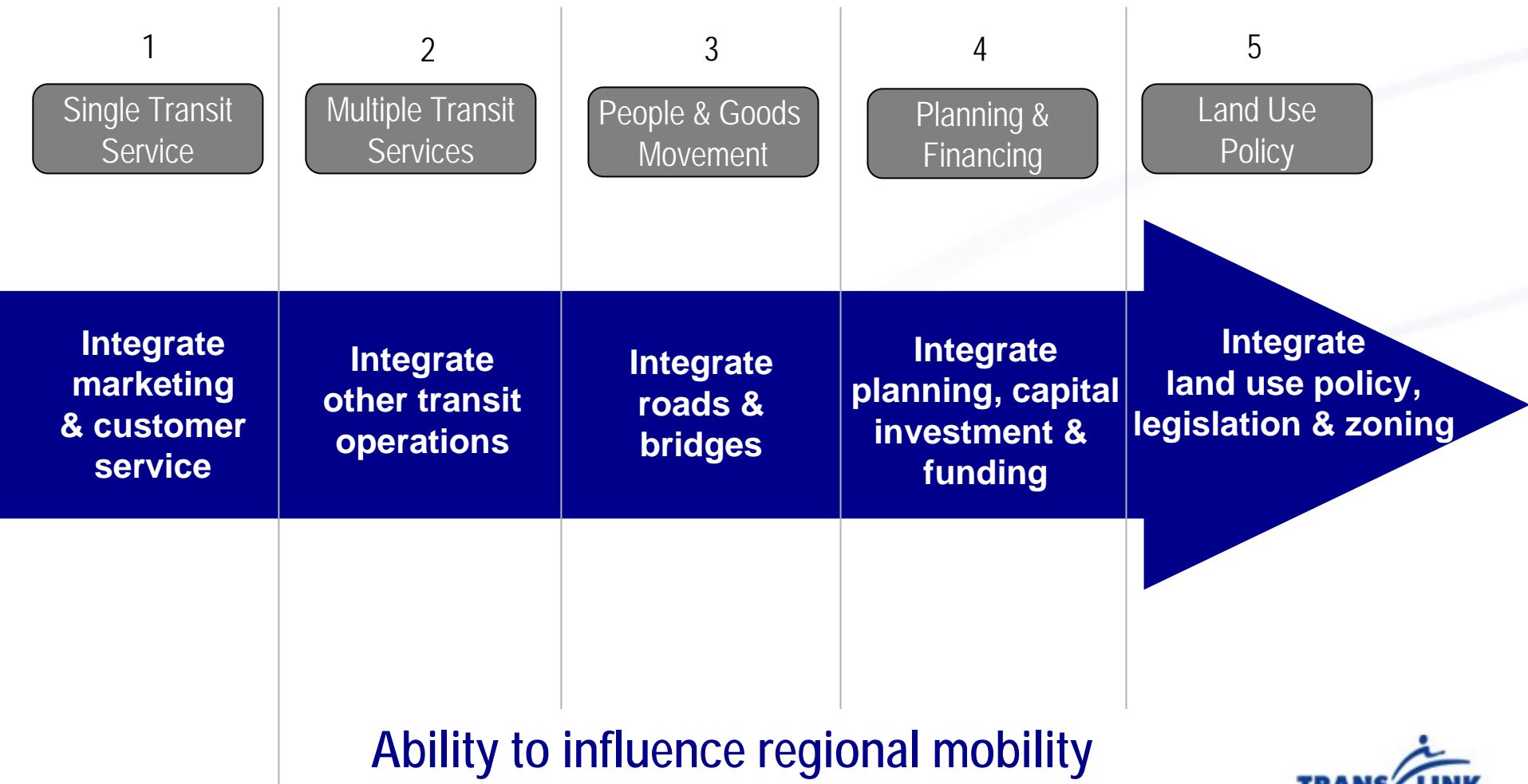
# Our Starting Point 2001

- Failed financial plan (vehicle levy)
- In process of cutting services
- Longest transit strike in North America
- Reputation as inefficient (empty buses; fast ferries)
- 34% public approval rating
- Rated BC's "least respected" firm
- Decades of under-investment in infrastructure
- #1 regional issue
- Two year old organization
- 21 municipalities and Province fighting

# Where We Are Today

- \$4 billion road and transit expansion plan
- Largest road investor (\$220 million plus \$1 billion)
- 73% staff support; 74% public approval rating
- 10→12% transit market share (13% by 2007)
- Ridership up 25% - 40%
- Average transit fare constant
- Increased cost recovery (ranges 67% to 100%)
- Both business and labour advocated for plan
- \$35 million in sustainable savings
- Growth in employment (operations, construction, vehicle procurement)

# Transportation Levels of Integration



# Organizational Sources

## Province

Public Transit  
Bridges  
Emissions Testing  
Major Road Network  
Albion Ferry

## 21 Municipalities

Major Road Network



## Regional District

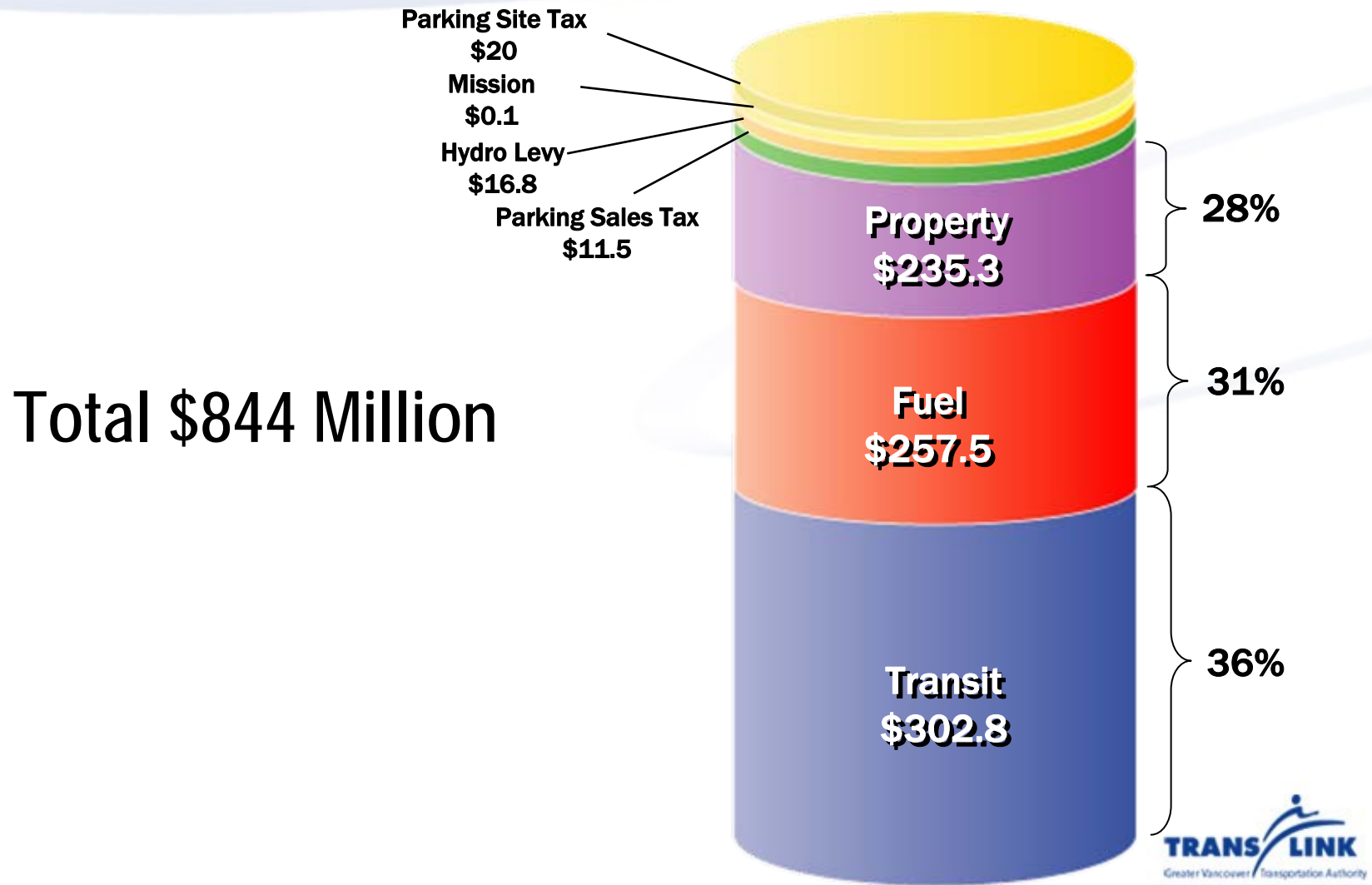
Transportation Planning  
Ride Share Programs

## New Functions

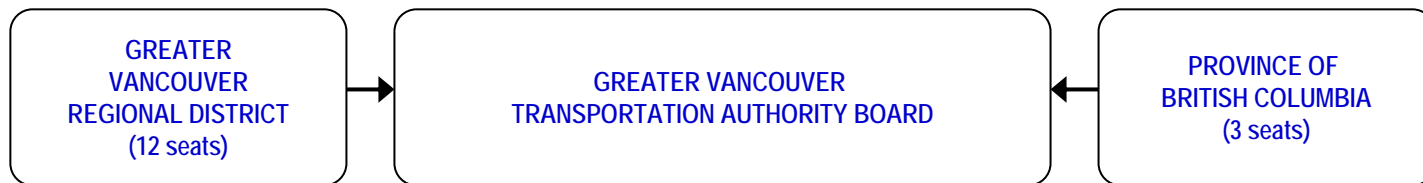
Capital Management  
Freight Policy  
Finance Function  
Public Affairs  
Transportation Research



# Revenue Sources 2006

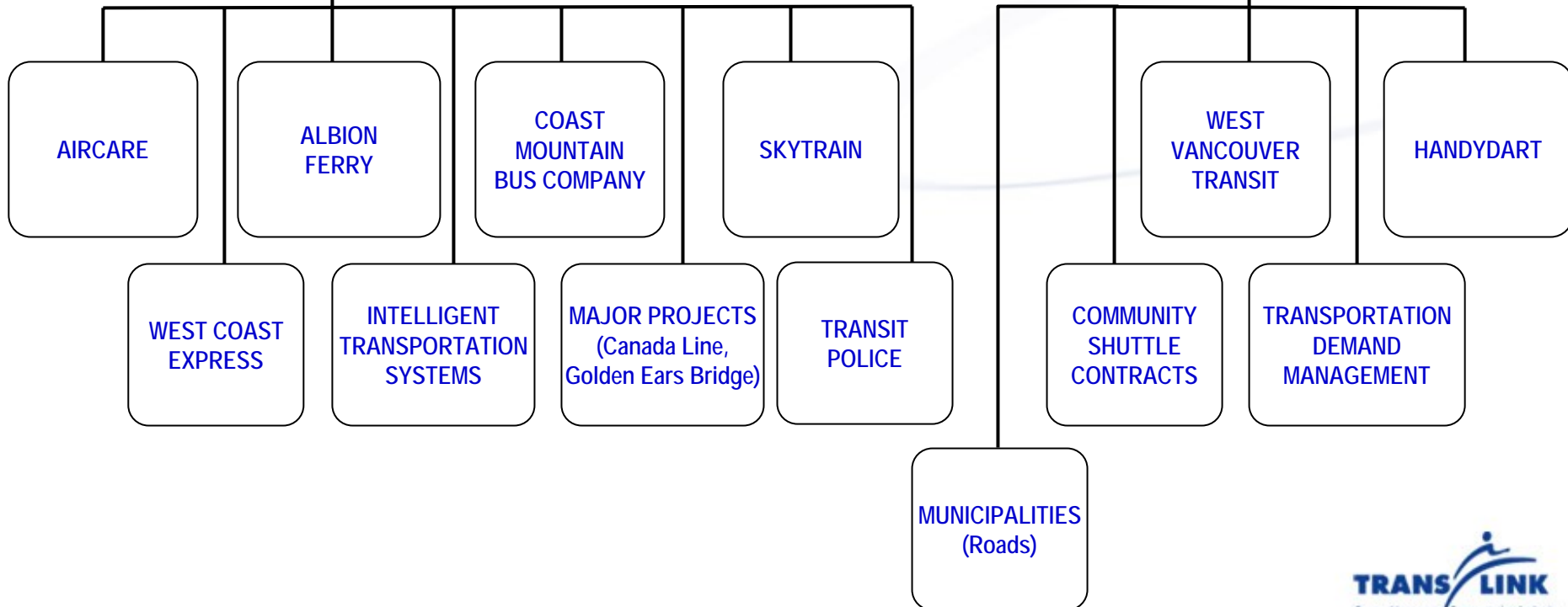


# Organizational Structure



## Subsidiaries

## Contractors



# TransLink Review Input

## Continue:

- Broad integrated planning and delivery mandate

## Change:

- Create independent board
- Strengthen powers over road network
- Increase sustainable funding